



British Columbia Multihull Society

May 2011

Bad Kitty's First Place, Semiamhoo Regatta



Alec on Bad Kitty has a firm hand on the sail trim.

BCMS would like to thank the International Yacht Club of BC and their sponsors for another successful and enjoyable regatta! Kudo's go to their Race committee who managed to arrange sunshine for the entire weekend!

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Semiahmoo Bay International Regatta

By Ron Tomas

The Semiahmoo Bay International Regatta took place on April 30th & May 1st, 2011. The multi's that came were; Mustang Sally, Cat Sass, Blue Lightning, Ruff Duck, and three of the A Class Cats. This was the first race for Bad Kitty this season. Bob and I brought the boat around from Ladner to White Rock on Friday. It was smooth sailing; we hit 17 knots coming towards White Rock pier under spinnaker in the late afternoon. A very nice day for a boat delivery!



Race day morning Bob, Alec, Stu, Wayne and Tim all met at my house. We made our way down to the pier and we had to quickly get things in order and get out to the racecourse. The weather forecast called for partly cloudy skies and winds were variable westerly 5 to 10 knots. We were first across the start line and I was surprised how well 6 crew worked on Bad Kitty.

I wasn't sure what to expect having crewed with only 4 guys for years. We sailed a good race and crossed the finish line first. It was fun having the crew from Flying Kiwi aboard.

Sunday was a wonderful day for sailing as well. Walter came out to join us. We had two great races that day as well. Race two the finish was wonderful. Blue Lightning crossed the finish line ONE second before us. Tim got it on video as well. Here is a link to YouTube where there is some video of the weekend.

Click here to see Tim's video of the weekend [Bad Kitty Racing on video](#)

Click here to see full results: [Sem-Bay-Regatta-Final-Results.pdf](#)

What a better start to the racing season compared to last year!

Race 1 results:

Rank	Boat	SailNo	Helm Name	Rating	Finish	Elapsed	Corrected	Points
1	Bad Kitty	49401	Ron Tomas Bob Davis	-12	13:45:53	3:40:53	4:42:38	1.00
2	A Cat	249	Kim Alfreds	-3	13:52:42	3:47:42	4:46:17	0.88
3	RufDuck	79112	Martyn Adams	0	14:06:01	4:01:01	5:01:16	0.75
4	Cat Sass	87945	Pat Barrett	-33	13:51:20	3:46:20	5:02:05	0.63
5	A Cat	174	Morgan Tedrow	-3	14:05:41	4:00:41	5:02:36	0.50
6	Blue Lightning	290	Mark Gumley	-6	14:13:58	4:08:58	5:14:50	0.38
7	A Cat	247	Patrick Horner	-3	14:22:41	4:17:41	5:23:58	0.25
8	Mustang Sally		Ray Simpson	160	DNF			0.13

Over all Race Results

Rank	Boat	SailNo	Helm Name	Rating	R1	R2	R3	Net
1st	Bad Kitty	49401	Ron Tomas Bob Davis	-12	1.00	0.75	0.88	2.63
2nd	A Cat	249	Kim Alfreds	-3	0.88	0.88	0.75	2.50
3rd	Blue Lightning	290	Mark Gumley	-6	0.38	1.00	1.00	2.38
4th	RufDuck	79112	Martyn Adams	0	0.75	0.50	0.50	1.75
5th	A Cat	USA 174	Morgan Tedrow	-3	0.50	0.63	0.63	1.75
6th	Cat Sass	87945	Pat Barrett	-33	0.63	0.13	0.25	1.00
7th	Mustang Sally		Ray Simpson	160	DNF	0.38	0.38	0.88
8th	A Cat	US 247	Patrick Horner	-3	0.25	0.25	0.13	0.63

Notice

BC Multihull Society Annual General Meeting Saturday May 21, 2011

As part of our May Long Weekend Sail-In, the Annual General Meeting of the British Columbia Multihull Society will be held at 20:00 hours on the beach or nearby facilities at Port Browning, North Pender Island on Saturday May 21, 2011

Agenda will include:

- Report to Members
- Budget Approval
- Financial Statements
- Election of Officers

All members of the Society in good standing are encouraged to attend.

Also, if you have not renewed your membership for 2011 please do so before the meeting. You can pay either by PayPal on the BCMS website: www.bcms.bc.ca or use the application form on the website and mail a cheque.

MANGO II :NEWICK'S LAW AND THE POWER OF ENVY

By Peter Walford

When Dick Newick visited BC in the late 1978, he established Newick's Law. It was at Martyn Bridgeman's invitation as he spoke to a BCMS meeting, the room vibrating with excitement and packed with builders of large, bulky trimarans, many of them plywood construction. This was the post-Piver era, so Crosses and Browns and Horstmans comprised the fleet, many under construction. Epoxy had barely been invented, the offshore



catamaran was as yet unknown and many were preparing to escape our atomic-bomb infested world and take refuge from the coming inferno in the Pacific Islands. A large, masthead-sloped trimaran would take you away, down the trades to the land of Robinson Crusoe, where you could redefine the meaning of life outside the confines of western civilization, including keelboats. At this time multihulls were not fast, except when surfing the occasional reach. If you wanted a fast boat, it had to be impractically skinny like a Crowther Buccaneer, which would not take you offshore safely. Newick was the beacon in the night.

Almost nobody had really put the rules for fast sailing together. But Newick had, as a Newick-designed Val-class trimaran had just won the solo Trans-Atlantic race, the OSTAR, (was Michael Birch skipper?) and we, multihull believers, still ostracized from the sailing world, were jubilant. Newick was our wizard of exotically curved tris, shapes derived from the subconscious human brain, birthed in Oldivai Gorge, outrigger canoes, and starlight nights.. "See" we said, as we swelled with pride, poking our collective finger into the chest of the keelboat world " We are fast and we are safe and we are good and we are beautiful and we can whip your ass", despite the fact that most of the members were on the decidedly podgy side.

Newick rose to speak and with almost papal authority said, " I can design a multihull that is fast, roomy, and cheap." He paused. "Pick any two. You can't have all three".

Fast forward to today's world, when Polynesia has cell phones and there is nowhere left to run to, when aerospace epoxy melds with finite computer analysis. The America's cup is run between a cat with a 200 foot solid wing and a tri both sailing three times wind speed. We have come a long way, baby. Our BCMS moment with Newick, then guru of fast, seems quaint, humorously amateur.

A decade later, Farrier burst upon the scene with the F-27, which cleaned the fleet in the Newport-Ensenada race in a family-oriented folding tri, apparently breaking Newick's Law, but as



we have subsequently found out, these boats are fast, fairly commodiousness, but definitely not cheap. So Newick's law still applies. Newick had nailed the principles of the finite universe as applied to multihulls. As I tarped up Mango, and prepared for her complete makeover, I felt secure in the knowledge that her survey claimed a replacement cost approaching three times purchase price. Somebody else had spent the money. Lucky me. Of course the boat was painted violet and peach, which have never been fashionable yacht colors, whatever, and a

repaint is \$20,000 if you hire it out, whatever, and the interior layout was like a dysfunctional travel trailer, as I wrote last column, whatever. I had an Asset, I could make it work, it would just take a few months and a few hundred hours. I can do this, Janeen, Alec, Bob, whomever.

More than a year later, I can articulate Walford's Axiom, which is the corollary to Newick's Law. It states: "You can build fast, you can build beautiful, you can build light, you can build functional, you can build cheap. Pick any two, the rest will run the build." A bit like credit card plans, stock investments, or gaming at casinos, illusion is built into the game. I think I knew that. Now I know that. But without illusion, who would get married, much less have a child? Illusion makes the world go round, isn't that how we got our new majority federal government? We are spin doctors in our own minds. The joy of conception is hard to recall at 3 a.m. as one walks the fussy baby for the 30th consecutive night, and looks soberly down the long tunnel ahead of parenthood.



Now many of you know I built a bus into mobile clinic and have practiced dentistry out of it for 25 years in the Gulf Islands. So I should know better about these things. But I loved the four years and 3000 man-hours on my hands and knees bringing the bus project to life. It didn't seem long, those weeks of delight fusing beauty and function: Zen moments of aromatic shavings curling out of a

razor-sharp plane, bringing another new piece to life.

Mango went to exactly the same place in the driveway as the bus vacated eight years ago, the Womb of Large Projects, close enough to the shop, out of sight of the dining room window. Out came the old fourplex extension cords, the tarps, the containers of fasteners, the power tools. Accordion files filled with sanding discs and fiberglass patches. A bench made from a used door fastened to the mainsheet traveler, and small table saw, chop saw and, mini- workmate were installed beside a vacuum cleaner with 25 foot hose.



Being green-oriented, I ordered toxic-free paint stripper and bottom paint from E-Paint – a new marine company - represented by a handsome young surfer dating my daughter (how's that for serendipity?) Their relationship ended, but I have trailerable water-soluble epoxy antifouling based on peroxide and UV light. I cleaned out the local paint store's supply of carbide scraper blades.

Water soluble high-build primer and LPU topcoat for the interior arrived as I stripped out the mirrors, interior fur, and deepened my relationship with dust and chemicals. Following Farrier's advice, I cut opening ports into the aft cabin, head and proposed dinette, and galley/salon, cutting out core and laying up glass reinforcing rings. I knocked the corners off the buttock-numbing companionway ladder, after a painful fast descent into the cabin. I drilled out hundreds of Boeing honeycomb grommets, sanded finger-shafting glass filaments out of interior compartments with the help of a vanity mirror, and developed a rhythm of fairing and patching redundant holes, divots and glitchy layups. I ordered a Marine Sanitation Device (head) that was a composter, drew 0.12 amps, and saved 200 pounds of holding tank contents, macerator pump (16 pounds, 7 amps), two through-hulls, two deck vents, considerable piping and clamps, plus the angst of polluting the beautiful ocean we go out to enjoy.

Summer approached, the bottom paint got stripped at the cost of Shoulder Burn and Neck Gyp from lying under the boat and pulling off sixteen years of bottom paint. I left music events, family gatherings, birthday parties early to maintain momentum. I was on a first name basis with the West marine staff as a steady flow of stainless, plastic, wire, electrical and other fittings flowed from them to me. The battery moved from under the head to under the main salon seat, with a glorious new electrical panel right behind it, saving miles of wire, lessening weight and

current drop to the main loads, which were primarily in the aft salon anyway. Jump-starting consequently became a matter of lifting a cushion and doing it, Hallelujah, and a garbage destination developed in the space, something most boats seem to lack. I fastened a perimeter plywood frame to the cabin roof for a dropped headliner, under which wires would run unobtrusively. I ordered new LED and efficient fluorescent lighting fixtures. I cut out the cockpit openings to expose volumes of previously inaccessible stowage, and installed larger, easily accessible latchable covers to replace the screw inspection ports. I shrunk the companionway fashion boards from two big ones to three little ones that fit into the cockpit locker. The outboard controls were pulled and space made for a second cockpit tank of fuel, jettisoned the expired aluminum propane tank and bought two small steel propane tanks. Do you know that there are three different types of ten-pound tanks? There are. The right model fits under the cockpit locker of a Farrier F9AXT, actually, three of them do. Burn baby burn. Almost like having the Tar Sands on board, the luxury of multiple tanks.



We lost the black-mould infected water bag in exchange for four 5 gallon carboys big enough to put your hand in to clean, small enough to row ashore in a dinghy, and strung them against the hull sides under the cockpit, leaving no barrier to passage through.

By the end of July the boat was bright, breezy, and beginning to look encouraging and pretty. There were just two things. It wasn't going to be possible to launch before the season ended. I was burning out. And

there were elephants in the room. At this propitious moment we had a surprise visit from a couple with their Beneteau 35, and we learned firsthand the Power of Envy.

Raising a glass of aged merlot to our Beneteau friends, we celebrated the beauty and spaciousness of their lead slug. They were retired, wintering in Mexico, financially comfortable, had mature successful children, sailors. In other words, just like us, except for the retirement, money, kids, Mexico, and winner children.

Later, as we settled into the Sunday night bath, Robin asked me how much I thought they paid for their boat. Here I must confess. I live under the burden of habitual honesty. It's the best strategy for a successful dental career in a small community. Why can't I learn to lie? I mentally calculated the cost of Mango and the investment so far and said, like the utter fool I can be sometimes, "Oh, about the same as Mango" The crushed expression on my wife's face instantly

revealed I had erred, as she compared the awkward cramped layout of Mango, the tarps, dust, whining tools, and absentee husband with the resplendent Beneteau, reflected in the flawlessly clean wine glasses.

A very difficult week followed, in which I practiced alternative answers to her question.” Oh, dear...(breath sucking in)...I wouldn't like to think what they had to pay for that one...” “I don't know, but they paid full price plus import duty from the US, they'll never get their money out...” “Those poor suckers pay moorage on that pig all year...”, “The nearest all-year dock they found is in the Hood Canal...” “They're drawing 7 feet and top out at 8 knots.. “ They will never tow it to Mexico, like we will...” A bit like attack ads in federal politics. To no avail. The vote had swung. A stiff silence surrounded our dinners; kisses were cool and perfunctory, goodnight dear. I felt a sinus attack coming on.

By Thursday I had prepared a Breakthrough, mainly during insomnia between 3 and 5 am. The Fereteau 31 was about to be born. You see, all Mango's interior had been structured around the head compartment in the salon. The 5-1 settee seating, the fridge under the cockpit, the labyrinth sink plumbing, the awkward head intimacy, a weird dinette table.



Now it is not original to move the head forward in Farriers, but in our case a sawzall was necessary. It is hard to lift a sawzall to a boat worth 200K. With a script as carefully on-message as Harper's party whip, I proposed the program. Cut out half-width bulkhead. Move head forward into forward cabin, hidden under a lift-up panel. A ten foot head space with a view out the hatch would result, lots of fresh air, behind a privacy curtain, how would that be dear...bump out the galley with a half-cylinder holding the second of

two round sinks (very Beneteau, never seen it in a Farrier) lengthen galley work surface six inches, extend seating to accommodate 2.5 people (one grandchild plus two adults) on that side with a foldup table hinged off the rock-solid daggerboard case with a less unstable support system. Hinge up chart table to make stretched- out reading easy...exchange a propane heater for our new-in-the-box wood-burning unit, (they had a propane unit).

The pitch worked. It took, like fresh H1N1 vaccine. The chill melted, we had our relationship back. The next week we shopped for a three-burner stove (I didn't even know she hated the existing two-burner unit), got a right-sized new propane fridge with icebox to fit into the space liberated by the removal of the head (She'd taken a three month RV trip to the Baja and loved our little propane fridge), so no more crawling under the cockpit for a beer. A space big enough

for the jackets of company developed under the fridge, and the vents for the fridge and head could be combined to thermoboost circulation to an existing clamshell deck vent, no extra holes to cut, reinforce, seal, trim, etc.. Waste heat from the fridge would take the chill off the interior, a good thing for most of a Northwest sailing season. A great satisfaction settled upon me as winter came on, and I packed it all away to begin the winter round of activities. We had made it through the eye of the needle.

All of this goes to show the Power of Envy, within the context of Newick's Law and Walford's axioms. We occupy a sane and yet magical universe. Right things happen in convoluted ways. As I write Mango's structural reconfiguration nears completion and the uphill climb to final finish approaches. Launching? When? Like, do I owe you something? I'm coping as well as can be expected, ok, but thanks for caring.

Race Report

By Ron Tomas

It is hard to believe that Browning is just around the corner. Hopefully you have got your boat all ship shape. Once again we will be having our fun race on the Sunday. We may be changing this up a bit with a possible course change. We will be having a skippers meeting on Sunday morning, the time will be announced on Saturday night.

Here is a list of some of the summer races that are multihull friendly:

May 28-30 is the 68th Swiftsure Yacht Race. There are two races

offered to the multi's. There is the Rosedale Rock race that will be a two-day inshore regatta. If you are nervous about doing a Swiftsure and would like to get involved in the fun, this is the one to do. There also is the Cape Flattery Race for Multihulls. This is a 103.4 NMI race. It is open to all Multihulls with a rating of 198 and faster. For more information and to register look at their web site: [Swiftsure Race](#)

June 4-18 the Telus Van Isle 360 is happening. It is a 580 NMI point-to-point race that circumnavigates Vancouver Island. It is sailed in ten legs. For more information: [Telus Van Isle 360](#). You can also follow them on Twitter.

June 4-5 is the 38th Annual Royal Naval Sailing Association SINGLEHANDED RACE. It starts off the at the Point Grey Bell Buoy and goes to Snake Island. You overnight at the Nanaimo



yacht Club and return the next day. It is a lot of fun. This is one of the first races that I ever did and found it to be great fun and a challenge. For more info [Single Handed Race](#)

Maple Bay Yacht Club is hosting the Vendee Saltspring Race July 1st, 2nd, & 3rd. There are single-handed & double-handed races: [Vendee Saltspring Race](#)

You can sail in SIN. July 2nd and 3rd is the Snake Island Nanaimo regatta. They are showing on their web site that they would like to have Multihulls there: [SIN at Nanaimo Yacht Club](#)

The Cow Bay Regatta (Cowichan Bay, Vancouver Island) on July 30-31 is the Northwest Multihull Championship. There is guaranteed to be good wind aka 'the Doctor'. In my opinion the BEST race around. [Cowbay Regatta](#)

See you out on the water!

Classifieds

For Sale



FAST, FUN STILETTO 27' Catamaran GREAT DAYSAILER

Comfortably daysail with 6 people or motor with 9 people.

CAPABLE CRUISER for two people.

FAST RACER, This is a special edition Stiletto 27' SE which was factory customized for a Stiletto company VP and has won Stiletto Nationals. She has high performance in-hull retractable centerboards and a mast that is 2' taller than stock.

lazy jacks

- all Harken hardware with self-tailing winches
- full set of B&G instruments
- kick-up rudders
- full batten, triple-reef square-head main, 150% genoa, heavy weather jib w/storm reef, 2 roller furling screechers, 2 spinnakers
- 10 hp 2009 Tohatsu electric start 4-stroke outboard
- 2009 battery
- cockpit tent that encloses the bridgedeck and hulls.
- 2 single berths
- galley in starboard hull
- head with holding tank in port hull

Located in Seattle. \$19,500 or BEST OFFER.

14' wide when sailing, crossbeams compress to 8' wide for trailering. She doesn't currently have a trailer but could be shipped on a flatbed or in an open container.

Mark Olsoe (206) 937-7454



Pub Nights @ *Rusty Anchor Pub*

Captain Cove Marina

6100 Ferry Road, Ladner, BC @ 7:30 PM

June 21

Sept 20

Oct 18

Nov 15

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2011 Events

Event	Dates
Port Browning Sail-in	May 21-23
Swiftsure Multihull Dinner	May 27
NewCastle Island Sail-in	July 16-17
Winter Cove Sail-in	Sept 3-5
Races	Dates
Semiahmoo Regatta	April 30-May1
Swiftsure Yacht Race	May 28-29
Cowichan Bay Regatta	July 30-Aug 1